



Report of the Chief Planning Officer

CITY PLANS PANEL

Date: 11th April 2024

Pre-application presentation of proposed development comprising a mixed-use development of up to 502 residential units, multi storey car park and street-level commercial units of 1,900m² (Use Class E) with landscaped public realm at land to the east of Crown Point Road and west of Black Bull Street, Leeds. (PREAPP/23/00136)

Developer- Vastint UK Services Ltd

<p>Electoral Wards Affected:</p> <p>Hunslet & Riverside</p>
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<p>Specific Implications For:</p>	<input type="checkbox"/>
Equality and Diversity	<input type="checkbox"/>
Community Cohesion	<input type="checkbox"/>

RECOMMENDATION: This report is brought to Plans Panel for information. The Developer will present the details of the emerging scheme to allow Members to consider and comment on the proposals at this stage.

1.0 INTRODUCTION:

1.1 This presentation is intended to inform Members at an early stage of the emerging proposals for a multi-level residential and commercial development. The scheme is brought to City Plans Panel to allow Panel Members to make comments to inform progression of proposals which will be in conjunction with Leeds City Council colleagues. This development is the second, and final phase of the Masterplan by the applicant, Vastint, for the former Tetley Brewery Site which follows on from the approved outline application 17/02501/OT which received consent in December 2018 and will deliver up to 850 residential units alongside business uses, commercial uses, a hotel and the first phase of the City Park.

2.0 SITE AND SURROUNDINGS:

2.1 The site measures a total of 3.2 hectares and currently comprises of two industrial buildings which are identified as non-designated heritage assets (20 Crown Point

Road and Old Offices, Crown Point Road) within the Aire Valley Leeds Area Action Plan (AVLAAP) which were used by the former Tetley Brewery landholding. In addition, two surfaced car parks lie on site, one to the west of Black Bull Street and another west of Cudbear Street. In addition, Hunslet Road, Sheaf Street and Cudbear Street also run through the site to Crown Point Road and serves Leeds College of Building.

- 2.2 The site boundary abuts Chadwick Lodge of which the lodge, attached walls and railings are grade II* listed, which is located to the north east of the site, the Leeds College of Building is located to the east and the Indigo Blue Building to the south. Number 3 Sheaf Street is located to the west of the site against Crown Point Road and is also a non-designated heritage asset as designated within the AVLAAP.
- 2.3 Vehicular access to the site is currently provided via Crown Point Road and there are existing pedestrian routes from Cudbear Street towards Black Bull Street, to the north and south of Leeds College of Building.
- 2.4 The application site is predominantly located within Flood Zone 2 as a result from fluvial flooding from the River Aire but there are also areas within the site that fall within Flood Zone 1. Given the previous history of the site, there is limited landscaping on site. There is an area of grass which is currently fenced off as an interim solution since number 18 Crown Point Road was delisted and then subsequently demolished.
- 2.5 The Crown Hotel is located in the north western corner of the application site boundary of which planning permission was granted in August 2020 under application 20/01362/FU for the: *“Change of use of former public house to mixed use (comprising B1(a), A1, A2, A3, A4, A5 use class) and alterations including extension with associated engineering operations and apparatus.”* A lawful start has been commenced on this development but no noticeable work has commenced yet.
- 2.6 The area formed part of the industrial heart of the city, clustered close to the River Aire, Leeds Liverpool Canal and Leeds Station. The area surrounding the application site has undergone significant transformation over the past 20 years and the regeneration of the South Bank, including Holbeck and Leeds Dock is ongoing.

3.0 PROPOSAL:

- 3.1 The proposed development will involve the demolition of the existing buildings on site and construction of up to 502 residential units with a maximum floor space of 1,900 sqm of flexible commercial uses (Use Class E) and 11,500sqm for a multi-storey car park.
- 3.2 In addition, the proposal includes the provision of high-quality public realm and an extension to City Park from the phase 1 proposal in the centre of the site. The proposed development seeks to relocate the existing priority junction on Crown Point Road, with stopping up orders issued to Hunslet Road, Sheaf Street and Cudbear Street which will entail the highway land ceases to be a highway and the public rights of way are extinguished in law, once the order is made, however, pedestrian and cycle access will still be maintained. This will prioritise the extension to City Park and facilitate connections south and to the city centre.
- 3.3 The key design approaches in the illustrative masterplan revolve around the following concepts:

- Main height distributed to the north and the south west corner of the site.
- Lower scale of buildings adjacent to Chadwick Lodge with buildings fronting Crown Point Road and Black Bull Street.
- A continued green public east/west connection from Crown Point Road to Hunslet Lane.
- A public green space at the heart of the site adjacent to Crown Point Road, Hunslet lane and Cudbear Street.

3.3 The application will be submitted in outline form (except for principal points of access).

3.4 The planning application will include a set of Parameter Plans and proposed Rochdale Envelope which identify the broad locations of various uses as well as the extent and form of the development, including maximum heights of the proposed buildings. The Parameter Plans will also describe the areas and type of open space as well as the key access routes through the site.

3.5 The Parameter Plans submitted for approval will inform the preparation and content of future Reserved Matters applications. A Design Code will also be provided to control and influence the appearance of buildings and the character and quality of landscaping within the development; and supply a development schedule setting the maximum floorspace of each of the potential uses.

The Parameter Plans likely to support the planning application will be:

- Parameter Plan Plot Lines
- Parameter Plan Maximum Building Heights
- Parameter Plan Uses at Ground Floor and First Floor
- Parameter Plan Uses and Upper Levels
- Parameter Plan Types of Open Space

3.6 Consent will also be sought for the principal access points and is not therefore a reserved matter. The proposed development will relocate the existing priority junction on Crown Point Road, with stopping up orders issued to Hunslet Road, Sheaf Street and Cudbear Street. Detailed access plans will be prepared in support of the planning application and discussion with LCC Highways Team in this regard are ongoing.

4.0 RELEVANT PLANNING HISTORY:

4.1 Land at Waides Yard, Crown Point Road - 23/03388/DEM - Determination for the demolition of Old Offices, Waides Yard and all ancillary structures – approved 03.07.2023

4.2 Land To The West Of Hunslet Road - 22/03747/FU - Planning application to facilitate enabling works at Plot R5 and the Crown Hotel within the Aire Park Redevelopment – under consideration

4.3 Crown Hotel - 20/01362/FU - Change of use of former public house to mixed use (comprising B1(a), A1, A2, A3, A4, A5 use class) and alterations including extension with associated engineering operations and apparatus. Approved 25.08.2020

4.4 37 & 39 Hunslet Road 41 Hunslet Road And 16 & 18 Crown Point Road - 21/06486/DEM - Demolition of buildings – Deemed consent 23.09.2021

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 The proposals have been the subject of pre-application discussions between the Developer, their architects, and Local Authority Officers since June 2023. The discussions as part of this preapplication focused on routes, massing and layout of the scheme including relationship with Chadwick Lodge. Highway matters including access and servicing strategy and traffic modelling. Landscaping matters including landscaping strategy, tree planting and treatment of amenity spaces.
- 5.2 Hunslet and Riverside Ward Councillors were alerted to this pre application via email in February 2024.

6.0 CONSULTATION RESPONSES:

- 6.1 **LCC Landscape Officer** gave guidance on the layout of the scheme, public realm, private amenity spaces, connectivity and pedestrian routes and street trees.
- 6.2 **LCC Highways** gave guidance on connectivity, vehicle and pedestrian routes, car, motorcycle and cycle parking, servicing and deliveries, potential off site highways works requirements, positions of site accesses, electric vehicle charging, travel planning and Transport Statement requirements, an Independent Stage 1 Road Safety Audits (RSA1) and that any wind safety fails on highway must not be mitigated by soft landscaping, and any wind mitigation measures cannot be contained within highway land or obstruct pedestrian/cycle routes within the site
- 6.3 **LCC Conservation** gave a response that the design team will provide advice in consultation with and on behalf of Conservation Team.
- 6.4 **LCC Design** gave guidance on the massing, layout, heights, emerging design and distribution of proposed uses, circulation etc and to model the potential maximum massing envelope within the townscape.

The relationship with existing buildings on, or adjacent to the site is important and the transition in scale will be important

- 6.5 **LCC Climate and Energy** gave advice that for any future application an energy statement (ES; can also be appended to the sustainability statement) needs to be submitted which should as a minimum cover and provide a strategy to comply to Leeds Core Strategy EN1, EN2 and EN4.
- 6.6 **LCC Flood Risk Management** state that the site is predominantly within Flood Zone 2, and that liaison with the Environment Agency (EA) to obtain the latest Flood Data and to agree the required flood mitigation measures and any additional modelling will be required. In respect to the proposed park area, this provides an opportunity to incorporate SUDS drainage techniques and these should be fully explored along with the drainage of the new residential buildings and external areas. Details of surface and foul drainage will be required as part of any planning application and a SUDS based Drainage Assessment.
- 6.7 **LCC Land Contamination** states that should the development proposal be submitted as a full planning application they would require the existing reports (Phase 1 and Phase 2, DQRA, and likely others of which they have not been notified), or new geo-environmental site assessment reports to be provided for comment and/or approval in writing by the Local Planning Authority. Ultimately, the reports would have to acceptably demonstrate how the site would be made suitable for the proposed use from a land

contamination perspective. Some of the comments relating to application 22/03747/FU might be useful to help inform the submission.

- 6.8 **LCC Access Officer** states that (Core Strategy) Policy H10 should be complied with and that larger sized units are included in the M4(3) provision so that families with disabled members can live in the scheme. All entrances should have canopies which make them easy to identify as the main entrance but also keep people dry if it takes them time to operate the door entry systems. Also, that all main entrances are inclusive – avoiding any revolving doors. Convenient drop off points at GL level for visitors / residents who cannot walk far should be provided. All landscaping of amenity areas to meet BS8300 and include inclusive places to rest. Wayfinding should be considered and how we can make sure the spaces are easy to navigate and buildings are not all very similar and easy to confuse/ get lost. No artwork on walkways / vehicular routes unless in the case of pedestrian routes there is also a pattern free route immediately adjacent. Any patterns to meet BS8300 and not have bold contrasted patterns.
- 6.9 **West Yorkshire Police** – advice given that any future development would need to be built to “secured by design” and also details of lighting, CCTV, public spaces, landscaping and the general security of the various buildings.

7.0 RELEVANT PLANNING POLICIES:

- 7.1 Section 38(6) of the Planning and Compulsory Purchase Act states that for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan, unless material considerations indicate otherwise. The development plan currently comprises the adopted Local Development Framework Core Strategy as amended (2019), those policies saved from the Leeds Unitary Development Plan (Review 2006) (UDP), the Aire Valley Leeds Area Action Plan (2017), the Natural Resources and Waste Local Plan, the Site Allocations Plan (adopted July 2019 and amended 2024) and any made Neighbourhood plan.
- 7.2 **Leeds Core Strategy (as amended 2019)** sets out strategic level policies and vision to guide the delivery of development investment decisions and the overall future of the district. Relevant Core Strategy policies will include those outlined below.

General Policy – Sustainable Development and the NPPF

Spatial Policy 1 Location of development

Spatial Policy 2 – Spatial approach to retailing

Spatial Policy 4 - Aire Valley Leeds is a Regeneration Priority Programme Area

Spatial Policy 5 – Principles for development in the Aire Valley Regeneration Priority

Spatial Policy 6 – The Housing Requirement and Allocation of Housing Land

Spatial Policy 7 – Distribution of Housing Land and Allocations

Spatial Policy 8 - Training/skills and job creation supported by planning agreements

Spatial Policy 11 – Transport Infrastructure Investment Priorities

Spatial Policy 13 –The River Aire corridor is part of the GI network

Policy CC3 - Connectivity between the City Centre and neighbouring communities

Policy EC3 – Safeguards existing employment land and industrial areas

Policy H2 – New housing development on non-allocated sites

Policy H3 – Density of development.

Policy H4 - Housing Mix

Policy H5 - Affordable Housing

Policy H8 – Independent Living

Policy H9 - Minimum Space Standards

Policy H10 - Accessible Housing Standards

Policy P9 - Sequential and impact assessments for main town centre uses

Policy P10 – Design
Policy P11 – Conservation
Policy P12 - Landscape
Policy T1 - Transport Management
Policy T2 - Accessibility requirements and new development
Policy G3 - Standards for Open Space, Sport and Recreation
Policy G5 – Open Space Provision in the City Centre
Policy G9 - Biodiversity improvements
Policy EN1 Carbon Dioxide reductions
Policy EN2 Sustainable design and construction
Policy EN4 District heating network
Policy EN5 Managing flood risk
Policy EN8 Electric Vehicle Charging
Policy ID1 – Implementation and Delivery Mechanisms
Policy ID2 – Planning Obligations

7.3. Relevant Saved Policies from the the **Leeds Unitary Development Plan (UDP)** are:

Policy GP1 - Land use and the Proposals Map
Policy GP5 - General planning considerations.
Policy BD2 – New buildings
Policy BD4 - All mechanical plant
Policy BD5 – Residential amenity
Policy LD1 - Landscape design
Policy LD2 - New and altered roads
Policy N25 - Site boundaries

7.4 **Aire Valley Leeds Area Action Plan (AVLAAP)** The site lies within the boundary covered by the Aire Valley Leeds Area Action Plan (AVLAAP). The application site is part of a wider allocation under Policy AVL7 (site AV94, South Bank Central Area, sets out a site area of 19.53HA and an indicative capacity of 1,635 dwellings on the site), which covers the area in Phase 1 as well as areas to the west of Meadow Lane. Under Policy AVL7 and SB2, the South Bank Central Area (AV94) is allocated as a major regeneration opportunity providing a phased housing and mixed use development incorporating the following uses:

- A new City Park of approximately 3.5 hectares to be delivered in phases in accordance with the principles set out in Policy SB2.
- Office uses, particularly in the western part of the area.
- Housing, particularly in the eastern part of the area.
- National transport infrastructure (such as a high speed rail station).
- Other uses set out under Policy SB4 to support the principle uses above and on ground floors to promote the creation of active frontages along road frontages, routes and public spaces.
- Other major development of national, regional or city region significance which otherwise accords with Core Strategy strategic and city centre Policies.

Site requirements

- Provision of the relevant sections of the shared cycle / pedestrian routes shown indicatively on the area map to create links within the area to the proposed City Park and between the area and adjoining residential neighbourhoods to the east and south, Holbeck Urban Village, Leeds Station Southern Entrance, the northern core of the city centre, Leeds Dock, Crown Point retail park and the education hub.
- Layout to promote the creation of active frontages along main roads, the City Park and other open spaces where possible.
- Part of the site is within/adjacent to a Conservation Area. Development should have regard to the Conservation Area Appraisal and management plan.
- There are a number of Listed Buildings both within the site and on its periphery. Any development should preserve the special architectural interest or setting of these buildings. Proposals will also be expected to provide a sustainable future for those Listed Buildings which are currently vacant or at risk. Where possible, opportunities should be taken to improve the setting of these buildings.
- The undesignated heritage assets within the site shown on the Area Map should be retained and where possible opportunities should be taken to improve the setting of these buildings.
- The site is located within Phase 2 of the indicative heat network shown on Map 6.
- The site, or part of the site, is located within Flood Zone 3. A sequential approach to be adopted within the boundary of a planning application so that the most vulnerable development is located in areas of the lowest flood risk unless there are overriding reasons to prefer a different location. Where more vulnerable development within Flood Zone 3 is justified the flood risk mitigation measures set out in the AVL flood risk exception test and the site specific flood risk assessment should be applied.

The following policies from the AVLAAP are also considered relevant to this application:

Policy AVL3: Office Development in Aire Valley Leeds

Policy AVL4: General Employment Development in Aire Valley Leeds

Policy AVL8: Improving Public Health in Aire Valley Leeds

Policy AVL11: Locally Significant Undesignated Heritage Assets

Policy AVL12: Strategic Transport Infrastructure Improvements in AVL

Policy AVL13: Aire Valley Leeds Green Infrastructure Network

Policy AVL14: Protection, Improvement and provision of New Green Space in Aire Valley Leeds

Policy AVL17: Heat Networks in Aire Valley Leeds

Policy SB1: Pedestrian and Cycle Connectivity in the South Bank

Policy SB2: New City Park

Policy SB3: New and Enhanced Green Routes and Spaces in the South Bank

Policy SB4: Appropriate Uses in Mixed Use Sites within the South Bank (City Centre Sites)

7.5 The most relevant policies from the **Leeds Natural Resources and Waste Development Plan** are outlined below:

GENERAL POLICY1 – Presumption in favour of sustainable development.
AIR1 – The Management of Air Quality through Development measures.
WATER1 – Water efficiency
WATER2 – Protection of Water Quality
WATER7 – No increase in surface water run-off, incorporate SUDs.
LAND1 – Land contamination to be dealt with.
LAND2 – Development conserve trees and introduce new tree planting.

7.6 **Relevant Supplementary Planning Guidance includes:**

SPD Building for Tomorrow Today: Sustainable Design and Construction
SPD Draft Wind & Micro-climate Toolkit for Leeds
SPD South Bank
SPD Transport
SPD Accessible Leeds
SPG Neighbourhoods for Living
SPG Neighbourhoods For Living Memoranda to 3rd Edition
SPD Biodiversity and Waterfront Development
SPG Leeds Waterfront Strategy
SPD Tall Buildings Design Guide
SPG City Centre Urban Design Strategy
Minimum Development Control Standards for Flood Risk (MDCSFR)
Cycle Infrastructure Design Local Transport Note 1/20 July 2020

7.7 **National Planning Policy Framework 2023 (NPPF)**

The NPPF was updated in December 2023 and sets out the Government's planning policies for England and how these should be applied (para 1) and is a material consideration in planning decisions (para 2). It states that the purpose of the planning system is to contribute to the achievement of sustainable development (para 7). So that sustainable development is pursued in a positive way at the heart of the Framework is a presumption in favour of sustainable development (paras 10-11). It states that decision makers at every level should seek to approve applications for sustainable development where possible (para 38).

The Framework sets policies on the following issues which are relevant to this planning application proposal (including section numbers):

2 Achieving sustainable development
4 Decision making
5. Delivering a sufficient supply of homes
6 Building a strong competitive economy
7 Ensuring the vitality of town centres
8 Promoting healthy and safe communities
9 Promoting sustainable transport
11 Making effective use of land
12 Achieving well designed places
14 Meeting the challenge of climate change and flooding
15 Conserving and enhancing the natural environment
16 Conserving and enhancing the historic environment

7.8 **Local Plan update**

The Council is in the process of updating its Local Plan policies in relation to climate change - see [Proposed new and amended policies](#). In particular this would affect policies on Carbon reduction, Flood risk, Green and blue infrastructure and Biodiversity, Place making and Sustainable infrastructure in due course. The relevant webpages will be updated as the amended policies are progressed, and the applicant will be recommended to check this progress before formal submission of any subsequent application.

7.9 Other Legislation

Section 66 of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act 1990") reads:

"In considering whether to grant planning permission... for a development which affects a listed building or its setting, the local planning authority... shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"

8.0 KEY ISSUES

Members are asked to comment on the proposals and to consider the following matters.

Principle of the proposed use

- 8.1 Much of the site has been vacant for some time and since the previous Tetley operation vacated the site. The site forms part of a wider site allocated under the Aire Valley Leeds Area Action Plan (AVLAAP), Policy AVL7 and site AV94. The allocated site South Bank Central Area provides a further opportunity to deliver new homes in the area as part of major regeneration proposals, which also include a new City Park and other town centre uses. The overall allocated site area has potential to provide an estimated 1,635 dwellings based on the land in the area, which is available for development over the plan period, predominantly the former Tetley's Brewery site. This capacity calculation makes allowance for the creation of the City Park and provision of other uses.
- 8.2 The proposed site is located within the designated City Centre and in a highly sustainable location and is best placed to prioritise previously developed land within an urban area and within a location that is well supported by existing local facilities to support a residential community. The development would bring forward a mix of uses as identified at paragraphs 3.1 & 3.2 above of which the AVLAAP supports.
- 8.3 The Multi Storey Car Park (MSCP) is proposed to be used by residents and employees of this development. The development would need to ensure that the proposed MSCP is compliant with the requirements of the Transport SPD and that the rationale /phasing for parking is clearly set out and controlled.
- 8.4 The proposals will assist towards the creation of a 'new living and working community' through a high quality mixed-use development framed around a large area of public open space which will build upon and link into the public open space which has been secured as part of the Phase 1 which will make a significant contribution to the continued creation of the City Park which is engrained within the policy objectives for this site.

- 8.5 Consequently, the emerging proposals identify the mixed-use redevelopment and re-use of a largely vacant and under-utilised site at a key gateway into the City Centre. The comprehensive proposals would make more effective use of this sustainably located brownfield site and in so doing assist regeneration priorities and provide improved opportunities for people living in nearby communities.

Do Members have any comments on the proposed mix of uses (residential, commercial and a multi-storey car park)?

Townscape and heritage considerations

- 8.6 As identified above, the proposed site features two industrial buildings which are non-designated heritage assets (20 Crown Point Road and Old Offices, Crown Point Road) as identified within the Aire Valley Leeds Area Action Plan (AVLAAP) which were used by the former Tetley Brewery. The proposed redevelopment of the site would result in the demolition of these buildings of which the National Planning Policy Framework (NPPF) advises that the effect on the significance of a non-designated heritage asset should be considered in determining applications. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 8.7 Whilst the demolition of these buildings is regrettable, the proposed demolition of these buildings is required to facilitate the wider regeneration of the site and to provide the required stopping up of Cudbear Street to make this a more friendly pedestrian environment linking into the proposed public open space/ park area. As part of the outline application a justification will need to be provided and whether alternative options have been assessed with the retention of these buildings, to ensure that a considered process has been undertaken.
- 8.8 In addition to the above, Chadwick Lodge abuts the site to the north east boundary of which the lodge, attached walls and railings are all grade II* listed. Given the scale of some of the proposed buildings special regard needs to be paid to the desirability of preserving the setting of this listed building. The illustrative scheme shows that the buildings height will step down towards this listed building. The impact upon the setting of this heritage asset will need to be fully considered as the proposal evolves and measures taken with the Design Code to ensure there is no harm to this heritage asset.
- 8.9 The parameters of the buildings secured within Phase 1 application reference 17/02501/OT to the east of the site, rise to a potential maximum height of 119.7m. The total height of the buildings demonstrated in the submitted parameter plans fronting Crown Point Road range from 24.6m to 50.4m. Albeit the parameters will allow for flexibility, in general terms heights which would rise gradually to the east and north west and also the south-west corner, with the highest points of scale stepping up in the centre-eastern area of the site, located on the eastern fringe of the park area and to the north of Hunslet Lane. The scale proposed here would be manifested on key approaches to the City Centre from the east. Given this prominence and importance, especially high quality design and appearance will be necessary to achieve an appropriate and successful outcome.
- 8.10 The parameter details will be accompanied and read alongside a Design Code document which will detail key design principles for buildings and spaces to guide and control the finer detail to be submitted in subsequent reserved matters applications. The code will be required to ensure that the Rochdale envelope works. For example, it should set out how the built form will be articulated within the maximum parameters to

respond appropriately to features such as Chadwick Lodge. The code is still being drafted at this stage of which LCC colleagues will feed into this process. Some of the matters which will be successfully controlled by the code will include:

- Street sections – potentially allowing for an agreed level of deviation to accommodate a degree of variety.
- Form/massing of buildings – e.g. at different heights a building will only occupy a particular percentage of the Rochdale Envelope for that plot etc.
- Proportion of ground floors to provide active frontage.
- Range of appropriate treatments for ground floor street frontages.
- Areas where the materials palette may be narrowed down to more limited choices – e.g. to ensure a positive/sympathetic relationship with Chadwick Lodge.
- Principles for building plinths.
- Location of landmark/marker buildings/elevations – not just in terms of height but form, design materials etc.
- Appropriate edge/boundary treatments.
- Minimum and maximum distances between buildings.
- Roofscape/plant.

8.11 Accordingly, at this early stage in the process there is little information available regarding the appearance of the buildings. However, emerging thoughts on the external treatments of the blocks would see them being dressed in facades with regular grid arrangements of brick and cladding, with windows set in deep reveals. Referencing for the façade materials will be taken from the surrounding area, to ensure that the development is visually appropriate to its setting. Some precedent ideas will be available at City Plans Panel to provide an indication of how building masses could be developed.

8.12 As the development is likely to come forward in phases, with a sequence, temporary landscaping and pedestrian routes through the site would be required for undeveloped areas in the interim.

Do Members support the emerging scale and form of development and also the demolition of two non-designated heritage asset buildings?

Landscape and connectivity proposals

8.13 Much of the interior of the site currently comprises of cleared land, some of which is used for surface car parking, such that it presents an unappealing appearance. Given the previous developed nature of the site there are no existing trees within the site or landscaped area of any amenity value.

8.14 The AVLAAP indicates strategic pedestrian and cyclist routes through this site of which the Design code and parameter plans will secure. The current layout does not provide this direct east/west connection as illustrated in the AVLAAP and a likely redesign of the layout of blocks would be required to achieve the direct connection, which can be carried out as part of the Design Code, Parameter Plans and through dialogue with LCC colleagues. The orientation of the U-shaped block north of the MSCP also creates a north-facing courtyard which would be mostly in shade, alterations to this block would also be required.

8.15 As noted above, the scheme is at a very early stage in respect of how the landscaped spaces are to be created, but some (1ha) of the ground area of the scheme will be

given over to the second instalment of the City Park, which is a key component of this application and forms the central element of the proposal – connecting the proposals through to Phase 1 of the former Tetley Brewery site and providing a contiguous link to the City Centre. Considering the scale and location of the park adjacent to the proposed large residential blocks and communities to the south, formal play provision would also be required in this area and secured in the Design Code.

- 8.16 In addition, it is envisaged that the proposed development will provide a range of open spaces around the site, in a series of other open spaces including shared surfaces between the different plots which will also be publicly accessible. Other areas will cater for the demands of occupiers of the new homes and commercial floorspace. It is also envisaged that wide footways would also permeate the main footpath, providing capacity to accommodate spill-out areas from potential retail and food and drink uses.
- 8.17 Buildings around the perimeter of the site have been illustrated on the illustrative scheme which demonstrates that landscaping will be incorporated along Crown Point Road, Black Bull Street and Hunslet Lane. It would be envisaged that these areas would allow for pedestrian and cycle routes, and new tree planting along the site boundaries to create an attractive frontage. North, south and east, west spaces between the buildings would also be landscaped to provide attractive connections through the site. The building to the south west corner of the site will be prominent and highly visible to vehicles approaching the City Centre from the east and the detailed landscape design of this gateway warrants significant care and also in regard to the environment created to pedestrians.
- 8.18 Core Strategy policy G5(iii) requires mixed use development on sites over 0.5 hectares in the City Centre to provide the greater area of either 20% of the total site area, or a minimum of 0.41 hectares per 1,000 population of open space. The illustrative masterplan suggests that the open space provision would accord with policy G5.
- 8.19 The landscape scheme is at an evolving stage, however, the aim is to include a variety of planting, of environment and setting appropriate species and specimen sizes, of trees, shrubs, grasses, and border plants, to ensure an attractive, colourful landscape scheme is achieved. Full details of all soft and hard landscape proposals will be required to come forward as part of any subsequent planning application and the principles secured within the Design Code.
- 8.20 Core Strategy policy G9 requires an overall net gain in biodiversity (BNG) commensurate with the scale of the development. The latest Defra Biodiversity Metric would be applied to identify the baseline and post-development biodiversity units, in order to achieve a 10% BNG which is mandated through the section 90A of the Town and Country Planning Act 1990 as amended by the Environment Act 2021. Opportunities for biodiversity exists within the open spaces distributed around the site which could be supplemented by blue and green roofs subject to the extent of photovoltaic cells. Core Strategy Policy G9 also requires that the development enhances existing wildlife habitats and provides new areas and opportunities for wildlife. Existing built structures such as the two non-designated heritage assets should be assessed for bat roosting potential and subsequent surveys carried out where appropriate. Integral bird nesting and bat roosting features in some new buildings will be sought to satisfy Core Strategy policy G9.

Do Members consider that the emerging approach to landscape and public realm is acceptable?

Transport and connectivity

- 8.21 The proposal potentially involves the stopping up of Cudbear Street, Sheaf Street and Hunslet Road of which the applicant is advised firstly to ensure they have ownership of the land beneath the highway or negotiate a position with others. Any statutory undertaker's equipment will need to be diverted or easements agreed with the relevant undertaker. In addition, there is in the region of x43 on-street pay by phone parking spaces on these streets and payment for loss of income would be required should the proposal progress. Suitable access will also need to be provided to existing buildings served by these roads and future buildings on the site.
- 8.22 It would be envisaged that any internal roads are built to adoptable standards and offered for adoption under Section 38 of the Highways Act. Street trees and Copenhagen style crossings will be incorporated into the highway design. The speed limit for the proposed development would be in accordance with the Transport SPD.
- 8.23 Prior to the submission of the outline application a detail assessment of pedestrian and cycle linkages to shops, schools etc should be carried out and improvements identified where required. Links would also be required through the development, and contributions to planned cycle and pedestrian route improvements would also be required.
- 8.24 The Multi storey car park (MSCP) would be acceptable in principle for car parking to meet the needs of the development, but this should not cater for commuter car parking provision and the car parking proposed will need to be in accordance with the Transport SPD. The accompanying parameters will set out a development schedule which controls both the types of uses, numbers and volumes. Any MSCP must meet I Struct E design recommendations for MSCP and basement car parks. EVCP will be required as per the Transport SPD. Residential disabled car parking and cycle parking should be provided close to / in individual buildings. Car club bays and city E-bike docking would be required.
- 8.25 A Transport Assessment, Travel Plan, highway works and contributions would be required as part of any formal application.

Do Members consider that the development's emerging provisions for transportation and connectivity are acceptable?

- 8.26 Other matters:

Density

- 8.27 Core Strategy Policy H3 requires housing developments in the City Centre to meet or exceed 65 dwellings per hectare. The application proposes up to 502 residential apartments on a site area of 3.2ha thereby significantly exceeding the minimum policy requirement and making efficient use of brownfield land in a highly sustainable City Centre location.

Housing Mix

- 8.28 Policy H4 of the Leeds Core Strategy aims to ensure that new housing delivered in Leeds provides an appropriate mix of dwelling types and sizes to address needs measured over the long-term taking account of preferences and demand in different parts of the city. The policy is worded to offer flexibility and due to the denser character of the City Centre, the requirement for houses is not applicable. The targets

for the number of bedrooms in flats ranges from 10% for one and four bedroom flats, 30% for three bedrooms and 50% for two bedrooms.

- 8.29 The accompanying Planning Statement confirms that the precise type and amount of floorspace for scheme is not yet known and will be determined at reserved matters stage, subject to operator requirements and market conditions. An illustrative housing mix will be provided as part of the Design and Access Statement.

Affordable Housing

- 8.30 Core Strategy policy H5 sets a minimum target that 7% of new homes in major developments in this part of the city should be affordable housing with a mix of intermediate and social rents at benchmark rents. The proposed 502 apartments would generate the need for 36 affordable units based upon this policy. The Planning Statement accompanying this application confirms that Affordable housing will be provided in line with the respective policy requirements.

Accessibility and inclusion

- 8.31 Alongside the Accessibility SPD, Core Strategy policies H10, P10(vi) and T2 require that developments are accessible to all users. The emerging proposals suggest that gradients within external spaces will be accessible and respond to the needs of all users. Detailed landscape design should meet the standards set out in Approved Document Part M and British Standard (BS) 8300.
- 8.32 Core Strategy Policy H10 requires that 30% of the new homes should be accessible and adaptable dwellings (Building Regulations standard M4(2)) and 2% of homes should be adaptable to wheelchair user standards (M4(3)). This would be conditioned as part of any subsequent application.

Sustainability and Climate Change

- 8.33 Members will be aware that the Council has declared a Climate Emergency. Existing planning policies seek to address the issue of climate change by ensuring that development proposals incorporate measures to reduce the impact of non-renewable resources.
- 8.34 Although at an emerging stage the proposals aim to meet the requirements of planning policies EN1 and EN2 to reduce total predicted carbon dioxide emissions to achieve 20% less than the Building Regulations Target Emission Rate and provide a minimum of 10% of the predicted energy needs of the development from low carbon energy. Where technically viable, appropriate for the development, and in areas with sufficient existing or potential heat density, major developments should propose heating systems, potentially connecting to the emerging district heating network (EN4(i)). Full details of the measures that will be employed to address sustainability will come forward as part of any subsequent planning application, such that sustainability measures will be integrated into the detailed design.

Wind environment

- 8.35 Due to the scale of the development there is a significant potential for the generation of strong winds around and inside the development. The applicant has stated that they plan on engaging with a wind consultant once parameters have been agreed. The wind review will be subject of peer review to establish that no safety exceedances are created via the massing of the development and that all areas remain suitable for

use. Any safety fails on highway cannot be mitigated by soft landscaping, and any wind mitigation measures cannot be contained within highway land or obstruct pedestrian/cycle routes within the site.

Safety and security

- 8.36 Core Strategy policy P10(v) identifies that developments should create safe and secure environments that reduce the opportunities for crime and the NPPF states that developments should be safe and accessible so that crime and disorder, and the fear of crime, do not undermine quality of life.
- 8.37 The emerging proposals identify a development that would result in a far more populous use of the site than presently. A new network of streets and routes would provide new permeability through the site and the parameters details within the Design Code will dictate that the dimensions of the spaces have capacity to accommodate good quality landscape design and street lighting to help create a quality environment that should engender a perception of safety. Discussions are ongoing regarding the extent of active, ground floor, frontages around the individual buildings, recognising that operationally it is usually necessary to incorporate some servicing and back of house plant areas within facades. At the same time, the introduction of a residential community of the scale envisioned should give rise to a significant amount of passive surveillance around both the interior and periphery of the site.
- 8.38 West Yorkshire Police (WYP) have been consulted on this pre application and have provided detailed comments relating to design, internal arrangement of buildings, and security of buildings and public realm. WYP recommend that the site be built to “secured by design 2024” standards to keep the calls for service to a minimum.

CONCLUSION

- 8.39 The emerging proposals offer a significant potential to regenerate a large and prominently located vacant brownfield City Centre site. The Phase 2 development is likely to deliver a significant number of new homes, offices and employment opportunities, visitor accommodation, public realm, and new pedestrian routes across the site that would help to connect the site with the City Centre and the established communities to the south.
- 8.40 Members are asked to note the contents of the report and the presentation, and are invited to provide feedback, in particular, in response to the key questions asked in the report above and as follows:
- 9.1 **Do Members have any comments on the proposed mix of uses (residential, commercial and a multi-storey car park)?**
- 9.2 **Do Members support the emerging scale and form of development and also the demolition of two non-designated heritage asset buildings?**
- 9.3 **Do Members consider that the emerging approach to landscape and public realm is acceptable?**
- 9.4 **Do Members consider that the development’s emerging provisions for transportation and connectivity are acceptable?**

PREAPP/23/00136

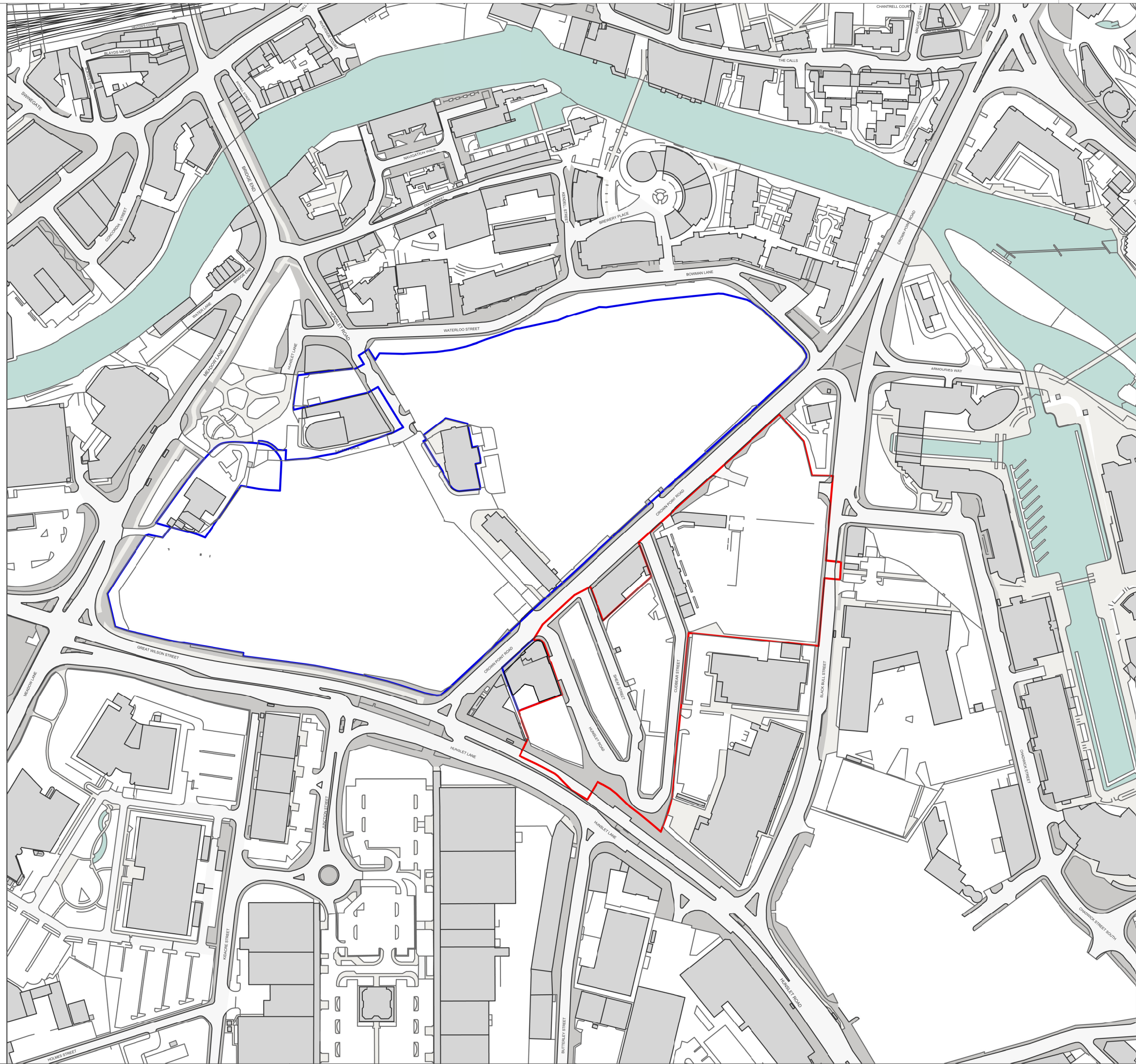
CITY PLANS PANEL

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PRODUCED BY CITY DEVELOPMENT, GIS MAPPING & DATA TEAM, LEEDS CITY COUNCIL

SCALE : 1/2500





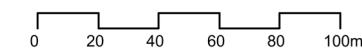
Revisions

No. Description: _____ Date: _____

Purpose
To show the site of the Outline Planning Application as a red line, and to identify adjacent land controlled by the Applicant, all within a neighbouring context.

Key

- Outline Planning Application Boundary
- Land Outside the Application Site in the Applicants Control



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Notes:

1. Do not scale drawings
2. Site verify all dimensions prior to construction
3. Report all discrepancies to Supervene Architects Ltd immediately
4. This drawing is to be read in conjunction with all relevant documents and drawings

Client	Stage	Status
Vastint UK Services	3 Planning	For Information

Job Title
Aire Park Leeds - Phase 2

Project Number
2106

Scale:
1:2500@A3

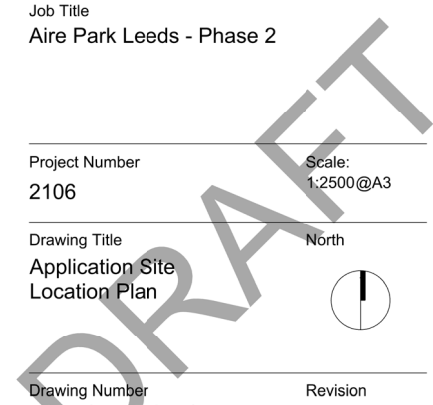
Drawing Title
Application Site Location Plan

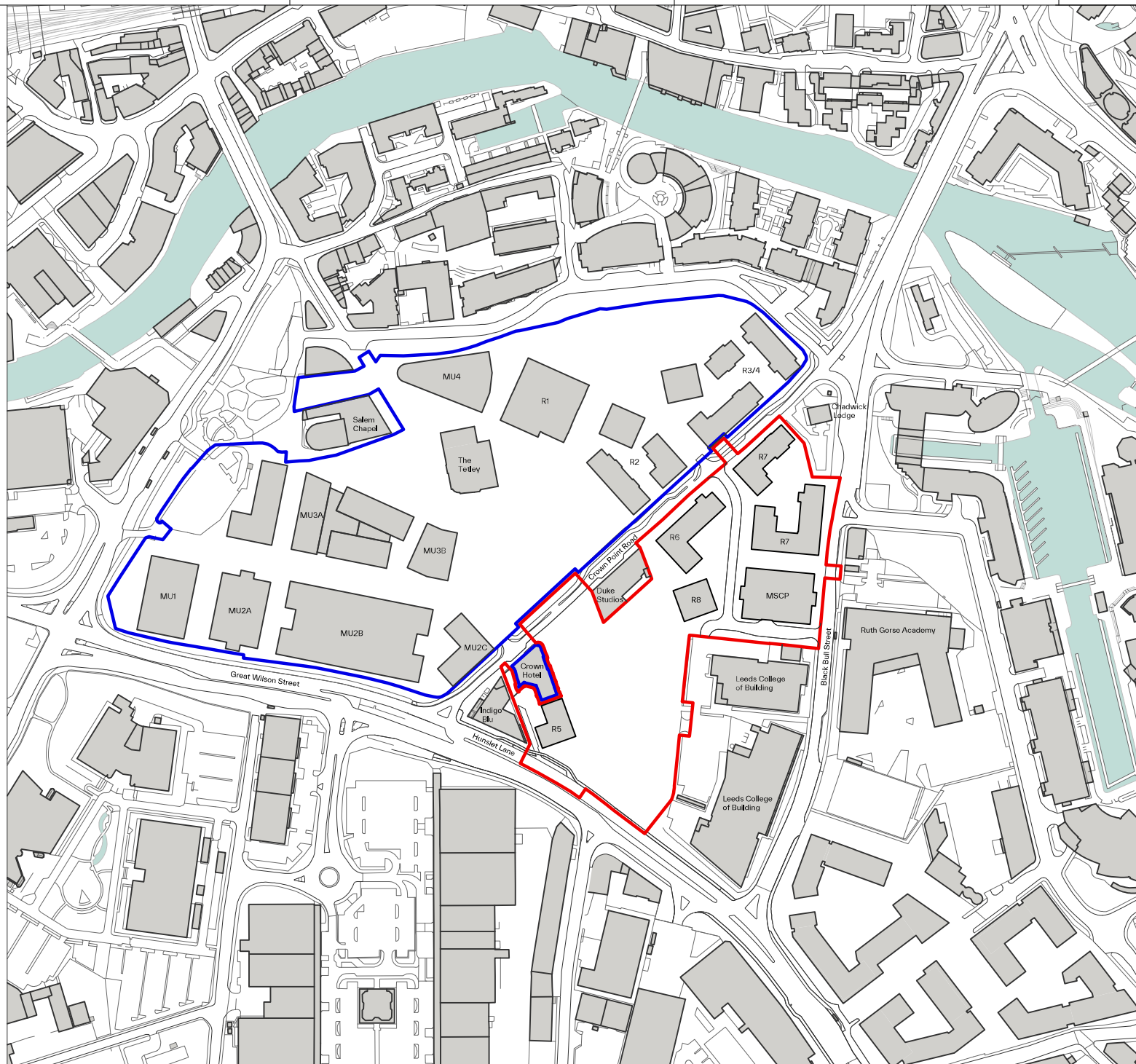
North

Drawing Number
2106-SV-ARC-PO-0-001

Revision
-

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Purpose An illustrative masterplan for information only.

- Key**
- Outline Planning Application Boundary
 - Land Outside the Application Site in the Applicant's control

Notes
Illustrative plan only, not for approval

Revisions

No.	Description	Date

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Client	Stage	Status
Vastint UK Services	Planning	For Information

Job Title
Aire Park Leeds - Phase 2



Project Number 2106
Scale: 1:2500@A3

Drawing Title Illustrative Site Plan
 OPA1 + OPA2
 Building Footprints

North

Drawing Number	Revision
2106-SV-ARC-PC-0-003	-

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